



Date: May 19, 2015

To: Thomas J. Bonfield, City Manager
Through: W. Bowman Ferguson, Deputy City Manager
From: Marvin G. Williams, Director of Public Works

Subject: Agenda Item - Street and Infrastructure Acceptance

Executive Summary

Pursuant to City ordinance, streets and associated infrastructure shall be considered for acceptance for maintenance by the City of Durham when they are improved in accordance with requirements established by the City Council. The following streets and associated infrastructure have been improved to City of Durham standards:

Chamberlynne – Phase 2

- 1) Victorian Oaks Drive – from the end of Phase 1 construction southwest then south past Morningside Drive to the end of Phase 2 construction @ STA 12+68 (1,049') and
- 2) Shadow Hawk Drive – from the centerline of Victorian Oaks Drive southeast then southwesterly to the end of Phase 2 construction @ STA 21+67.49 (2,167') and
- 3) Bougainvillea Court – from the centerline of Shadow Hawk Drive southward and around back to the centerline of Shadow Hawk Drive (271') and
- 4) Kinney Glen Court – from the centerline of Victorian Oaks Drive northwest to the end of Phase 2 construction @ STA 12+50 (250') and
- 5) Morningside Drive – from the centerline of Victorian Oaks Drive southwesterly and then south past Sturbridge Drive to existing Morningside Drive @ STA 10+00 (1,967') and
- 6) Morningside Drive – from the centerline of Victorian Oaks Drive northwest through the cul-de-sac (170').

Chamberlynne – Phases 2 – Additional Infrastructure

- 1) Sanitary Sewer Outfall "A" – from the sewer main located in Shadow Hawk Drive south to the existing sewer outfall (204') and
- 2) Sanitary Sewer Outfall "B" – from the sewer main located in the Shadow Hawk Drive northwest to the sewer main located in Morningside Drive (286').

Additional Infrastructure

- 1) Scott King Road Water Main - from C.M. Herndon Park east to the existing water main at STA 41+30 main (3,130') and
- 2) Scott King Road 2" Sanitary Sewer Force Main – from C.M. Herndon Park east to the gravity sanitary sewer main at Herndon Road (1,005')

Street Limits Correction

- 1) Shoccoree Drive – from the west ditch line of Cole Mill Road west to the end of street maintenance and recorded rights-of-way (change from 3,590 to 3,085') and
- 2) Jester Road – from the east ditch line of S. Alston Avenue east to the end of the road rights-of-way (change from 1,150' to 716').

Recommendation

The Public Works Department recommends that the City Council accept the above named streets, as well as the water, sewer, and storm drainage lines located within the street rights of way, and the additional sanitary sewer outfalls for maintenance by the City of Durham.

In addition it is recommended that City Council accept the water main and the 2" force main on Scott King Road, as well as the revised street maintenance limits of Shoccoree Drive and Jester Road.

Background:

Chamberlynnne – Phase 2 is located within an area that has been developed and is inside the City Limits. Per the extension agreement executed with the developer, street rights of way and utility easements have been dedicated as public with the understanding that once the streets were built to City of Durham standards and as defined by the agreement, these streets and associated infrastructure would be accepted for maintenance by the City.

C. M. Herndon Park is located within an area that has been developed and is inside the City Limits. Per the extension agreement executed with the developer, street rights of way and utility easements have been dedicated as public, along with the construction of a water main extension as well as a 2" sanitary sewer force main with the understanding that once these utilities were built to City of Durham standards and as defined by the agreement, they would be accepted for maintenance by the City.

Both Shoccoree Drive and Jester Road appear in the Powell Bill listing with incorrect street limit distances. The errors were discovered during a recent mapping system update. Research revealed that the road sections on private property are erroneously included in the Powell Bill listing. Therefore, it is necessary to adjust the limits and distances to reflect what is actually in place.

Issues and Analysis:

Past practice has dictated that the City of Durham accept streets and infrastructure that are part of new developments with dedicated public rights of way as defined by the extension agreements.

The correction of street limits is necessary to ensure correct mileage is claimed on the annual Powell Bill report.

Alternatives:

The alternative to accepting these streets from the developer would be to decline their request and ask that they continue to maintain these streets under private maintenance programs.

Financial Impacts:

Accepting these streets would result in the City spending some additional annual maintenance funds. This expense would be somewhat mitigated by adding additional mileage to the annual Powell Bill listing, resulting in additional State Powell Bill funds for the City.

SBDE Summary:

N/A

MGW/mln

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